

## FOR SALE

## INSHORE MARINE PRODUCTS

Offer a comprehensive range of inshore fishing gear. Send for free catalogue to: —

6 Brookdale, New Langton  
Preston, PR4 4XL  
Telephone: (0772) 615964.

20 FATHOM (santon) row, complete, good condition, plus string of 814 aluminium bobbin, no reasonable offer refused, also light weight 20 fathom string, complete, some new and secondhand, either self complete or will separate. Telephone: Hayling Island 5336.

NETS FOR SALE, 600 super, super midwater herring trawl 34 fathoms complete with herring bags, white fish line and sweeps. Some 57 fathom herring trawl with herring bags, some mending required. Sprit bag and full line, no mouth on net. For bottom trawl, nylon, suitable for two 20hp. Enquiries to B. Sloan, 35 St. Leonard's Road, Ayr. Telephone 0292 68751.

TRAWLERS cable and anchors for sale, complete in good condition, offers to Box No. 156.

## R. &amp; B. LEAKEY

LONG SET LINES with small clips and fast belt-on-hunt frames, the simplest and most efficient system ever.

LOBSTER/CRAE prawn, crab and eel folding traps, TRAWLS, eel, bait and gill nets, "S" point hooks, "Modern Inshore Fishing" the new modernisation with CATAMARAN FISHING BOATS bukket £1.00 and free catalogue.

R. & B. Leakey,  
Settle, Yorks YO24 0BA  
Tel: 07202-3508  
(day and night)

## G. C. NANTES &amp; SONS

Coryates, Portasham,  
Weymouth, Dorset

(Tel: Abbotsbury 482 evenings)

POT SHINNERS:

TOT QUALITY NYLON

Small tip, large tip

Through downcut

POT FRAMES

Our well known all welded

plastic — £4.25 ea. stock

both the above are our original

inventions, tested and proved

over many years, sold all over

the U.K.

## ENGINES FOR SALE

J4P Lister 15hp for sale with spare heads, water in/out fold heat exchanger, complete new parts, Lister gear box, 1500 rev. per min. Telephone: Newton Abbot 61092 evenings.

OMJBC 215hp 1988 engine, Nissan 2400 gearbox plus front winch, £2,500. Telephone: Ayr 61092 evenings.

FOR SALE Kelvin 4 diesel suitable for yachts, telephone: Troon 311900 evenings.

GARDNER 4LW engine, late type, starting and dynamo good, orders, £375 and. Telephone: Melksham 70401.

GARDNER, Ford, BMC and other marine engines, over 50 units new, rebuilt, secondhand in stock. 3,400hp at sensible prices. Send for price list. Reelwater Engineering, Draxton Mill, Nr Abingdon, Oxon. Stroudham 587.

SUZUKI outboard engines, economical, rugged, reliable, exceptional performance, lowest prices. Range 4, 7, 9, 11, 15 and 20hp, complete 25hp 1500 rev. 525. Ship £110 including VAT, delivered. Remote controls stocked, compare with any other makes offered, illustrated details Trade Winds, Ramsey, Louth.

NEW 12hp FARMYMAN horizontal diesel engine, similar Perkins H1 36A, etc. 21 reduction gearbox, motor controls, cables, electric start, alternator, instrument panel, tank, mounts etc., current list price approx. £1,250, for only £1,070 including VAT and delivery Liverpool, despatched anywhere on cash, details Trade Winds, Ramsey, Isle of Man. Telephone 0624 811284, evenings 813081.

ONE R88 KELVIN HUGHES ENGINE 150hp. Factory overhauled August 1975, complete with gearbox, propeller and shaft. All enquiries to: Hayes Boatyard Co. Ltd., Telephone: Ayr 61092 or Mr. L. Gibson, Dunfermline 246.

## RECONDITIONED MARINE DIESEL ENGINES MAKE SENSE

GUARANTEED Engines at almost half the price of new engines, 30-150hp.

OR build your own from high quality marineization parts.

For details:

## VIKING MARINE INTERNATIONAL

PLAIN ROAD, FOLKESTONE, KENT.  
Telephone: 57127. Telex: 585281.

## FOR SALE:

Thornycroft RL8 - 160hp marine diesel engine, 24v, start, with R25 gearbox - 2:1 reduction, plus propeller and various spares including pistons, manifold etc. £800.00 or sensible offer.

ALSO E.E.C. 28s 110v 800 rpm D.C. generator with Ruston 3 Y.B. diesel engine, P/W cooled. £850.00 or nearest offer.

Apply: H.Q. Engineering Ltd., Jackson Dock, Hartlepool. Telephone: Hartlepool 5213

Ford Industrial engine, state requirements, power to be observed, type of governing, cooling, bell housing, VAT 8%. Burg-Warner, PRM and SCG gearboxes, natural aspirated, turbo charged, freshwater cooled, Ford Marine engines, VAT 25%.

CALSTOCK MARINE SERVICES LTD., Calstock, Cornwall. Telephone: 0822 882502

## VESSELS WANTED

## TRAWLER WANTED

Wood or steel, 54ft. oal., built later than 1958, 200/230 Gardner 3:1, under power, good condition. Details and price to Box No. 181.

WANTED for conversion to cabin cruiser, 30ft fishing boat with transom stern, good condition, Kelvin or Gardner engine. Box No. 172.

WANTED, fishing boat under 30ft., anything considered. Telephone: Ferrydale 561 (Dyfed).

## ENGINES WANTED

## WANTED GARDNER/KELVIN &amp; ALL BRITISH MAKES OF MARINE DIESEL ENGINES

Required with or without stern gear.

Interested in offers of all other makes and types. Top cash prices paid. Immediate collection and payment.

R. E. Trem & Co. Ltd., Bawtry Road, Farningley, Near Doncaster, Yorkshire. Tel: Doncaster 770203. Telex: 547239

WANTED OLW (Gardner) marine with or without gearbox. Telephone: Rye 3077 (Sussex).

ENGINE required 200hp preferably, fresh water cooled. Details in telephone Scarborough 6927 after 5 pm. Scarborough 75253 daytime.

WANTED Gardner, Kelvin, other engines, marine or land. Immediate cash payments. Tel: 54 High Street, Fraserburgh, tel: 2280.

## SITUATIONS WANTED

DEVON AND CORNWALL divers and land work, any discipline. Telephone Walsbury 812.

## BOAT BUILDERS

## ELTON BOATBUILDING CO.

CLINKER BOAT BUILDERS 18ft. to 30ft. launch on Oak Mahogany plinths, 14ft to 18ft. Cestladykes, Kirkcudbright, Scotland. Tel: 0567-30043.

## SITUATIONS VACANT

## TRAWLER REFRIGERATION ENGINEER

A large company operating modern trawlers in West African waters is looking for a shore based engineer who will be responsible for the maintenance of vessel refrigeration plant (R22, blast freezer). The appointment will initially be for one year. Terms and conditions will be attractive and in line with the responsibility the appointment entails. Satisfactory qualified applicants should apply, submitting brief details of previous employment, and personal history to: Box No. 173

## OPPORTUNITY IN CANADA

Fish smoker and filterer required for processing plant in Toronto. Excellent salary and job opportunity. Write stating age, experience to: BOX NO. 179 For for an interview in London during the first week in May.

## We Buy Lobsters

Best prices paid for English lobsters. We will collect, cash on delivery anywhere in the U.K.

Telephone 3808 or after hours 81003. Northern Sea Foods, Import Dock, Slith, Northumbria

WANTED. Small smoking unit. Quantity of net 3in. mesh. Telephone: Great Wenhams 310319.

## WANTED

Tort smoking kiln and trolleys etc., for same. Reader 33 herring machines - one if possible with mackerel attachments. Also filling and smoking machines and conveyor belt, must be in good condition. Box No. 178

## WANTED gearbox, fit Ford 4D

reduction, also V.P. propeller for 30ft. boat. Box No. 174.

## THREE gearboxes and flywheels for

Gardner 4LW. Telephone Bonger 310319 day. Longwood 226 evenings.

## INSURANCE

## SALVUS, GAIN (MANAGEMENT) LTD

Managers for SUNDERLAND MARINE MUTUAL INSURANCE CO.

Over 1,700 skipper/owners insure their vessels and/or crews with us. For particulars write: 5 The Esplanade, Sunderland. Tyne & Wear NE2 780. Tel: (0753) 4261 (10 lines)

TRAWLERS and commercial craft insured at competitive rates with leading insurance companies and of Lloyd's annual or quarterly premium arranged. Hugh Cochrane & Aylmer Square, St. Austell, Cornwall. St. Austell 6041 (24 hour telephone). Take advantage of a quotation without fee or obligation.

## SCOTTISH BOAT OWNERS' MUTUAL INSURANCE ASSOCIATION

All insurance requirements of fishing vessels and crews.

Marine Place, Buickle 32046 Aberdeen: 20785 Fraserburgh: 2341 Lossiemouth: 3050 Peterhead: 3352

## BRIDPORT-GUNDRY LTD.

The largest netting makers in Europe, have a vacancy in their Management team. The applicant should have experience of production control and any practical knowledge of the manufacture of textiles would be an advantage. The job would mean residence in or near Bridport - the Group's administrative centre. Salary, etc., negotiable dependant on experience. Applications, giving a resume of career, should be made to the: PERSONNEL OFFICER BRIDPORT-GUNDRY LTD. BRIDPORT DORSET

## SERVICES

KANT COAST DIVERS St. Andrew, Telephone: 0720 - for all underwater work.

PROPELLER repairs, swivel pitch and fixed blades up to 5ft. fast quality service, telephone: Hemet 51791.

## FOR HIRE

1-20 man liferaft. Liferaft Hire Co., 14 Chapel Road, Tiptree, Essex CO5 0RA. Tel: 0784 41548.

## MISCELLANEOUS

WRECK information required. Deco positions etc., any area by small private company, cash paid for useful information. Telephone: 0182 785203 after 5 pm.

## TUITION

SPECIAL CORRESPONDENCE COURSE FOR FISHERIES This course opens the door to promotion

Please tick your interest: Second Hand (Special) Certificate Second Hand (Limited) Certificate Second Hand (Full) Certificate For prospectus post to: CAPTAIN E. E. SMITH, 8 Clarence St., West Charlton, Dorset DT9 9JG

Name: Address:

## BUSINESS FOR SALE

ANGLING and Shalvington Business, south west coast, 30ft. purpose built ORP boat, established. Box No. 104

OWNERS considering the lucrative fishing trade in northern England. Well established property includes house, boat and other property already in a growing additional income. No time waste. £24,000.00. Stock at value. No. 175.

## MARINE SURVEYS

SKA SURVEYS, 35 West Bristol BS6 5AD. Prompt, surveys, valuations and advice on safety and stability etc. also anywhere. Listed 6322 1815

**VOLVO PENTA**  
THE DIESEL THAT LIVES UP TO ITS REPUTATION 75hp 324hp

## fishing news

April 9, 1976

No. 3271

Est. 1913

12p

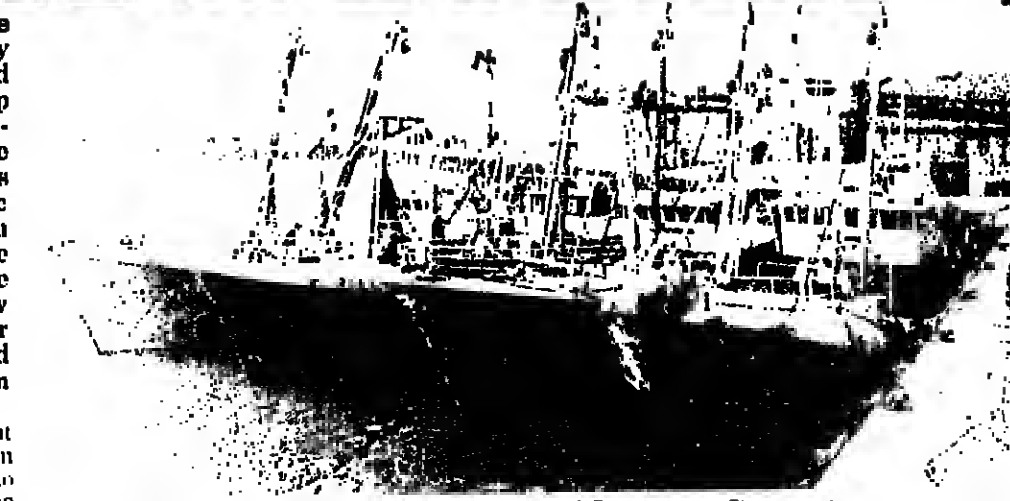
**MIRRIEES BLACKSTONE DIESELS**  
Distributors for 1000-1500hp



## 'DEVIOUS' DUTCH RAISE A STORM

THE DUTCH were the centre of controversy this week — north and south. A move to set up a fish processing factory at Barra, in the Outer Hebrides, was seen as a 'confidence trick' to get Dutch vessels fishing inside Scottish waters, while at Fleetwood a row was brewing over plans to build a new shipping sales through the port.

The Dutch proposals to put up a £2m fish factory at Barra, includes a provision to build 10 boats, which the company, Holdingen Beheers Mij Zeeland, say will ensure continuity of supplies. The factory will be capable of processing 500 tons of fish a day and would give employment to 150 people — 70 on shore and 80 at sea.



Dutch trawlers which have been fishing in Liverpool Bay soon at Fleetwood

A letter from the Shetland Fishermen's Port Committee to the Western Isles Council, states that local fishermen are opposed to the proposal on the grounds that it would need vessels over 150ft in length to keep the plant supplied.

The committee are concerned that when bad weather restricts fishing operations at the west coast, an attempt will be made by the Dutch to gain access to the Minches on the pretext of keeping the factory employed. It is also believed that the number of jobs available has been overestimated.

At the port, there was a sharp rejoinder to criticism by the Fish Merchants Association about the Dutch landing their catches for trans-shipment to Holland. It came from Mr. Denis Bond, general manager of Boston Deep Sea Fisheries, who are well known to the committee.

## All the way with DECCA

MAJESTIC, the second of four steel-seiner trawlers, was built by Bideford Shipyard (1973) Limited, Devon, for Bogg Holdings of Bridlington. She is a multi-purpose fishing vessel similar in design to modern Scottish vessels with all-welded hull, raked stern and Cruiser stern. Her bridge electronic equipment includes Decca Navigator Mk21 with 350T Track Plotter Decca Pilot type 350 with Watch Alarm linked to a Tenford hydraulic altering gear, Decca RM 914 radar and Simrad EQ Sounder and C1 Scope.



## Long wait for blue whiting

FOR BRITAIN'S largest frozen fish producer, blue whiting is not 'the Great Blue Hope' it has been made out to be by the WFA and some of its other supporters.

Speaking at a press conference in Grimsby on Monday, Mr. Robbie Blair, fish day, technical operations manager of Birds Eye Foods, suggested that it would take five years or even longer before blue whiting might be available as a popular fish among British housewives, 'when in, any case, want and expect to get red'.

One of the problems with blue whiting was that its size meant that fishermen had to catch five or six of them for every good-size cod. The fish did not keep well on, when skinned and hauled, it only provided about 25 per cent usable fillet compared with 40 per cent for cod.

What this means in processing was strikingly demonstrated, on Tuesday, in the Birds Eye Grimsby factory. A team of four was given 255,425 lb of blue whiting landed on April 1 after a 22-day Norway Coast trip. With Easter just around

three times the weight done by the four men. It has to be added the fact that there is yet no evidence that the fish will be acceptable among housewives. Blue whiting will, therefore, have to be landed at an exceptionally low price. And, although some sections of the British fleet may have supply problems there is a shortage of red.

But, while fish from Norway and the USSR landed here may be causing concern among UK fishermen, the housewife is getting her and at the price she wants to pay.

Speaking at a press conference in Grimsby on Monday, Mr. Robbie Blair, fish day, technical operations manager of Birds Eye Foods, suggested that it would take five years or even longer before blue whiting might be available as a popular fish among British housewives, 'when in, any case, want and expect to get red'.

One of the problems with blue whiting was that its size meant that fishermen had to catch five or six of them for every good-size cod. The fish did not keep well on, when skinned and hauled, it only provided about 25 per cent usable fillet compared with 40 per cent for cod.

What this means in processing was strikingly demonstrated, on Tuesday, in the Birds Eye Grimsby factory. A team of four was given 255,425 lb of blue whiting landed on April 1 after a 22-day Norway Coast trip. With Easter just around

three times the weight done by the four men. It has to be added the fact that there is yet no evidence that the fish will be acceptable among housewives. Blue whiting will, therefore, have to be landed at an exceptionally low price. And, although some sections of the British fleet may have supply problems there is a shortage of red.

But, while fish from Norway and the USSR landed here may be causing concern among UK fishermen, the housewife is getting her and at the price she wants to pay.

Speaking at a press conference in Grimsby on Monday, Mr. Robbie Blair, fish day, technical operations manager of Birds Eye Foods, suggested that it would take five years or even longer before blue whiting might be available as a popular fish among British housewives, 'when in, any case, want and expect to get red'.

One of the problems with blue whiting was that its size meant that fishermen had to catch five or six of them for every good-size cod. The fish did not keep well on, when skinned and hauled, it only provided about 25 per cent usable fillet compared with 40 per cent for cod.

What this means in processing was strikingly demonstrated, on Tuesday, in the Birds Eye Grimsby factory. A team of four was given 255,425 lb of blue whiting landed on April 1 after a 22-day Norway Coast trip. With Easter just around

## 'Jackpot' trip for Revenge

THE UPWARD trend in fish prices continued at Grimsby last week and BUT's giant old-windward Roas Revenge (Skipper Johnny Macdonald) hit yet another big jackpot with 255,425 lb of blue whiting landed on April 1 after a 22-day Norway Coast trip.

With Easter just around

the corner and 'Show Week' beginning on Monday it is almost certain these figures will not be bettered or it was the biggest single landing since April 1975 by a local trawler (set by Roas Revenge) and the best grossing for nearly two years (also set by Roas Revenge).

The 222-footer turned out continued page 3

## Flume tank a hit with Mexicans

THE White Fish Authority recently played host to two groups of foreign students — from Mexico and West Germany.



German fishery students aboard the 251 ft. Mar Freese on Monday. With them (left) is WFA fisheries development officer Howard Wright.

The Mexicans are in Britain for a one-year course at the Grimsby College of Technology. Specialised short courses are being provided at the WFA's Hull-based Fisheries Training Centre as an essential part of the syllabus.

The gear technology course is based on the trawl test flume tank which forms the main feature of the WFA's training centre.

One of the Mexicans told Fishing News: "I would like to see similar, but smaller, tanks in every fisheries school in Mexico."

Another, David Rayas, said: The tank has been an eye opener to all of us. We regard it as a very big aid to the improvement of fishing technology.

"There are very good teachers here. We liked the way in which they made their points and they did their best to make us understand them."

The syllabus for such course includes explanations

of the types of pelagic gear used. The 20 West German advanced students in fisheries biology from Hull and Grimsby spent a two-week study visit at the WFA's Hull-based Fisheries Training Centre.

Speaking at a press conference in Grimsby on Monday, Mr. Robbie Blair, fish day, technical operations manager of Birds Eye Foods, suggested that it would take five years or even longer before blue whiting might be available as a popular fish among British housewives, 'when in, any case, want and expect to get red'.

One of the problems with blue whiting was that its size meant that fishermen had to catch five or six of them for every good-size cod. The fish did not keep well on, when skinned and hauled, it only provided about 25 per cent usable fillet compared with 40 per cent for cod.

What this means in processing was strikingly demonstrated, on Tuesday, in the Birds Eye Grimsby factory. A team of four was given 255,425 lb of blue whiting landed on April 1 after a 22-day Norway Coast trip. With Easter just around

## 'Invasion' again

FLEETWOOD had a small influx of foreign trawlers last week.

First, the Belgian trawler Drakker put into port after damaging her beam gear. Repairs were carried out by James Robertson and Sons Ltd., Boston. Daap Sea Fisheries Ltd. acted as the vessel's agent.

Then, three Dutch trawlers put in to Holland.

It is thought the signal the Dutch 'invasion' happened was the past few days when the port's facilities.





The 35ft GRP ooble lalair featured in Fishing News last week as an at Meaduff, where she was built by the firm of J. D. & R. Sellar Ltd. lalair will be going to her new owner later this month on the west coast of Scotland.

## MACKEREL—once bitten, twice shy

MACKEREL SHOALS appear reluctant to return to areas where there has been intensive fishing, Cornwall's Chief Fishery Officer, Mr. Bround S. Tonkin, says in his quarterly report, published this week.

Since the winter mackerel fishery began in the mid 1960s, successive seasons have seen the main shoal settling in progressively more western areas.

At first, the main fishing zone was in the Eddystone region, then south of Mevagisey, then Falmouth Bay, and this year, west of The Lizard.

"While this movement could be due to some natural cause, it coincides with an apparent reluctance for shoals to return to areas where there had previously been intensive fishing operations," says Mr. Tonkin.

After spasmodic successes

in December, there was a dramatic improvement in January, when a shoal of large mackerel settled in Falmouth Bay, and catches of several hundred stones were commonplace.

The mackerel fleet increased to about 250 boats, and the landing at Falmouth for the month was £270,000.

Mr. Tonkin says: "This would have been considerably more had not buyers experienced considerable problems of disposal reputed to be caused by competition from the large purse seiner operating out of Plymouth."

Catches declined once more in February, and the majority of River Fal-based "featherers" had one of their poorer winters—said those at Looe and Polperro.

Mr. Tonkin says Cornish pelagic trawlers found fishing much lighter in December than November and, with mackerel shoals difficult to

locate, had a poor second half of the season in January and February.

An exception was the team of *Galileo*, *Spaven Mor* and *Rose of Sharon*, which set an all-time Cornish record in December with 1,300 stones of hess, realising £11,000.

In January, they emulated this record by bringing in about 1,700 stones of hess worth £15,000.

Mr. Tonkin says that dover sole, with a market value of about £11 a stone, considerably boosted top grossings for the Newlyn trawler fleet.

He adds that grounds up to 15 miles from the shore, were reported fouled by substantial quantities of dead mackerel in varying stages of decomposition.

Mr. Tonkin says Cornish pelagic trawlers found fishing much lighter in December than November and, with mackerel shoals difficult to

## Fishing industry debate

# FLEET CAUGHT ON EEC HOOK

A BITTER attack on the Government's inaction in dealing with the problems of the fishing industry was launched in the House of Commons last week.

Leading the onslaught in a special supply debate, was Mr. Francis Pym (Con, Cambridge), who said that the plight of the industry had been ignored. This time last year, the industry was running at a loss and is still running at a loss today, pointed out Mr. Pym.

impossible and there could be no effective control of gear or catches. The best way for the fisheries to be controlled and managed effectively is

debate was criticised by members.

In Mr. Pym's speech, Agriculture and Fisheries Minister Ted Bishop launched into a familiar monologue of how much the Government had paid out in aid to the industry. He considered it an achievement that the Commission's proposals should not have been excluded on an exclusive zone of 12 miles although Bishop added, this was enough.



Mr. Edward Bishop: a monologue.

through wider limits with each country taking responsibility for its enlarged zone. Plans for the phasing out of historic rights should already have been drawn up.

Turning to the marketing problems of the industry, Mr. Pym was deeply critical of the EEC reference price system which, he said, had failed to produce any support. With highly subsidised foreign fleets dumping fish on British markets, our own fleet is having a raw deal.

If the fleet is to be kept together it will need temporary financial assistance to bring it through, said Mr. Pym.

With negotiations taking place in Brussels and Minister Fred Pont away taking part, the timing of the

Criticism of the Government was refuted by Hugh Brown, Minister of State for Scotland, who said that they had the knowledge, skill, ability and determination to protect our fisheries.

## ALL CHANGE AT ICELAND

THE ENTIRE British trawler fleet off Iceland, support vessels and Naval vessels began a move to new fishing grounds off the north-west coast last Friday.

It was the first time since the present limits dispute began five months ago they have moved away from the easterly grounds.

It seems unlikely they will get down the west coast to the place grounds, but the switch should mean larger catches of cod and codling and, hopefully, much better grossings from Icelandic trips which have lately been nothing short of disastrous.

Twenty-five British trawlers were working the

east coast grounds when the news was broken; by the weekend as they worked their way around the coast their numbers had been reduced to twenty, but vessels were coming and going all the time as their trips expired.

This latest development was welcomed by owners on Humberside. Last week a spokesman for distant water owners at Grimaby told *Fishing News* they were becoming more and more concerned at returns from the east coast grounds. "Fishing has been terribly slack and the ekkippers are constantly on the move to fresh zones for fish often steaming hundreds of miles in a few days. Our fuel bills are astronomical."

## fishing news

Editor:  
Harry Barrett  
Assistant Editor:  
Ian Strutt

Scottish Correspondent:  
Gloria Wilson

Advertisement Director:  
Fred Purcell

Managing Director:  
W. A. Cathles

Published weekly.  
Postal subscription rate  
£7.50 per annum  
£1.50 overseas  
Registered as a newspaper at  
the Post Office.

110 FLEET STREET,  
LONDON EC4A 3JL  
Telephone: 01-353 8961

## Greenland trips top the market

FLEETWOOD vessels returning from the Greenland grounds dominated landings at the port last week.

First back from the grounds was *Fyldeol*, commanded by Skipper Victor Buschini. This vessel returned to port with 1,546 kits, including 1,100 kits of cod and 250 of reds which sold for £28,200. On the following day the *Iruana* returned from the area with 1,706 kits, including 800 of cod, 330 of haddock, and 490 of reds, which sold for £28,594. Skipper Gordon Vignall was in command of the vessel.

But the most successful result from the Greenland grounds came from a local vessel which was diverted to Hull. *Luneda*, commanded by Skipper Bill Reader, put into the Humber port with 1,613 kits, including 280 of haddock, 820 of cod and 330 of reds which sold for £30,386. Also diverted to Hull was the small stern trawler *Norina*, commanded by Skipper Frank Wilson. This vessel

landed 1,058 kits which sold for £19,108.

A spokesman for J. Mc and Son Ltd., referring to the diversion of the two vessels, said: "We had several fish coming back from Greenland this week and there were fish to speak of on the Humber so we switched them."

Mr. Harry Fairbairn, president of the Fleetwood Fish Merchants' Association, said: "Obviously we would have liked them to land at Fleetwood but from the point of view I suppose they thought it was better to send them to the East Coast."

For Fleetwood, returning to the port from Iceland there was a small vessel which was diverted to Hull. *Luneda*, commanded by Skipper Bill Reader, put into the Humber port with 1,613 kits, including 280 of haddock, 820 of cod and 330 of reds which sold for £30,386. Also diverted to Hull was the small stern trawler *Norina*, commanded by Skipper Frank Wilson. This vessel

## 'JACKPOT'

from page one

over 2,000 kits of good quality haddock which sold well at around £22 per kit and even the remainder of her fish, mainly cod and reds, were snapped up at prices unheard of only weeks ago.

One unhappy feature of the improved trading was a drop in landings. The contraction of the distant water fleet by the annihilation of the steamers is beginning to work through and only six distant waters landed all week and supplies were further restricted on the middle-near water grounds by weather.

Boston Boeing (Skipper Colin Newton) and *Gillingham* (Skipper John J. Landis) also got among the Norway Coast haddocks and reftish. Boston Boeing was scheduled to land on a short market, but unluckily hit bad weather returning and missed the tide. She also had a heavy catch of cod and, but for her misfortune, would have made considerable more than £38,130 from 2,677 kits.

### Hardening

*Gillingham*, meanwhile, hunk in 21 days did very well and from 1,553 kits grossed £26,301. A fine performance by the 139-foot vessel. The three other distant waters were Icelandic trawlers and the hardening catches brought much better grossings. Top ship was *Hedgum* (Skipper Johnny Stevens) on £29,801 from 1,302 kits for Boston's, but their *Volesus* (£25,831) and *BLT's Russ Ramlies* (£27,758) made very little profit, if any, from their trips.

The outstanding middle water ship was *BLT's* way when *Ross Civet* (Skipper Alan Redpath) landed a round thousand kits to collect £17,321 after a storm-tossed Western 17-day trip. Prices in this section and with the seiners, where Skipper Eric Jonsson headed the list with £9,538 from 348 kits in *Koren* through the Richardson agency, were also good and still rising at the weekend.

Criticism of the Government was refuted by Hugh Brown, Minister of State for Scotland, who said that they had the knowledge, skill, ability and determination to protect our fisheries.

## 'EEC madness'—blockade call

TO DRIVE home the need for a change in the proposed Common Market inshore fishing policy, Scottish fisherman have been asked to consider blockading the Dutch port of Rotterdam. The request was made by Mr. Donald Barr, SNP's prospective Parliamentary candidate for Inverness, when he addressed a meeting at Inverness last week. He stated that in a reply given to a question from Mrs. Winnie Ewing, M. Lardinois, EEC Commissioner for agriculture and fisheries, made it clear the EEC have no intention of re-negotiating the common fisheries policy.

Mr. Barr continued: "This is madness. How desperate does the situation have to get before the Government stop dithering about and start hard negotiation? I think the time may have come for the fishing industry to draw up plans for a blockade of Rotterdam. This would have the effect of seizing up a huge proportion of EEC trade and in the absence of effective representation from this Government, would drive the message home to our Com-

## HERRING MEN 'PAIRING' FOR WHITE FISH

TWO OF the large Peterhead boats, *Fairweather V* and *Sparkling Star*, are to begin white fish pair trawling from their home port this week.

The boats, which formerly worked in the group of herring trawlers known as the "Big Five", had switched to white fish earlier this year, but Skipper John Alec Buchanan of *Fairweather V* told *Fishing News* that the white were proving to be a bit too big for the seine netting and that it was too expensive to keep up two sets of fishing gear.

Far pair trawling the boats will be using CoSalt bobbin trawls and Appoldoorn high opening nylon trawls. Each boat will use one trawl warp with the bobbin net but two warps with the high

opening net. The 85ft *Fairweather V* was built in 1975 by Southern Shipbuilders at Faversham and is powered by a Mirreos Blackstone engine of 637 hp.

*Sparkling Star* was completed several months earlier at the Hakvoort yard in Holland for Skipper John Buchanan of the Minch herring fishing boat. The vessel's Mirreos Blackstone engine of 750 hp.

Skipper John Alec Buchanan said that he and

tried the white fish pair trawl about five years ago with their previous vessels, along with the other members of the Big Five.

Two other Peterhead boats, the 88ft *slater-ships Springs* and *Sundri*, are pair trawling for white fish off the West coast following the start of the Minch herring fishing boat. The vessels were built about three years ago at the John Lewis shipyard in Aberdeen and are skippered by John Buchanan and William Morgan.

## Kestrel-£64,000

WHITE FISH prices have been more encouraging for seine net vessels recently, and an excellent start to the year has been made by the Hopman boat *Kestrel* (below), which is working out of Peterhead. Her earnings of £84,000 for the three months up to March 28, are understood to be a record for a seine netter working from the North East of Scotland. The otter hull boat was built by Campbelltown Shipyard for Skipper Ian Sutherland.



### It was chucking it down.

The wipers couldn't cope—two hours leaning out to navigate. That was the last straw, the next day we fitted a Kant Clear-View Screen.

Kant Clear-View Screens operate under the most adverse conditions. The fast spinning armoured glass disc throws off all water, hail and steel immediately, giving continuous clear vision—the basic necessity for safe navigation.



Name \_\_\_\_\_  
Address \_\_\_\_\_

There's a Kant Clear-View Screen for your boat. Send the coupon for details.

Kant Meters Limited  
(Marine Products Division)  
Kant Marine Products Division  
Kant Marine Products Division  
Kant Marine Products Division  
Kant Marine Products Division



## Hopes for a truce

DESPITE LONG talks last Friday night with representatives of the Grimby fishing industry to discuss its future, the town's MP and Environment Secretary Mr. Anthony Crosland could offer little reassurance and the meeting ended amicably, but inconclusively.

The two major problems remain Iceland and the EEC Common Fisheries Policy. Mr. Crosland said he still hoped for a settlement on the Icelandic question as her economy was under severe pressure.

## Frying back at Skye?

MR JAMES DEVLIN, Mill Cottage, Portree, who was evicted from his 10-year-old pitch in Portree Square where he sold fish suppers, hopes to be back in business in time for this year's tourist trade.

He has applied for planning permission for a Portree fish and chip shop. On New Year's Eve an 18-month reprieve on a Highland Regional Council planning refusal order came to an end. Mr. Devlin put up the shutters of his mobile chip van. Since then there have been no fish suppers on sale in Skye.

# TRAPPED UNDER STEAMER'S HULL

### ... five escape from small inshore boat

FIVE GRIMSBY fishermen were plucked from the River Humber last week in a daring rescue operation when their tiny inshore motor fishing vessel *Linda Marie* sank after a collision with the foreign tug *Turkue* and the Hull steamer *Kingston Jacinth* she was towing to a Thames shipbreaking yard.

The five men, Robert Bromley, Anthony Bryant, Michael Redgrift, Stephen Summers and part-owner Robert Jones, were on a pleasure fishing trip in the estuary and *Linda Marie* was anchored near the Bull light when the accident happened shortly after 10 am on April 1.

The 28-ft. wooden boat was caught when it hit the hull of the tug; despite strenuous efforts by the tug to pull her clear she sank almost immediately.

One man was knocked into the sea by the first impact and the others were forced to

jump in with lifebelts. At once, *Turkue* went to their aid and alerted emergency services, but she managed to pick up all five men within minutes and later transferred them to the Humber lifeboat which landed them at Grimsby.

Back on dry land before a precautionary trip to hospital part-owner Robert Jones, visibly shaken, explained to *Fishing News* what took place.

"It all happened so quickly. We were anchored and saw the tug and trawler approaching expecting them to pass in the river. Suddenly they were on top of us; we couldn't do a thing, nothing, to avoid them. One minute we were fishing the next moment we were in the river. The tug got us all out in about five or six minutes, but it was long enough."

Coxswain Mr. Brian Bevan of the Humber lifeboat City of Bradford said the men were very lucky to have been



Above: part-owner of *Linda Marie*, Mr. Robert Jones. Right: Humber lifeboat pole rescued crew members.

picked up so promptly. "It was smart work by the tug," he told *Fishing News*. "By the time we arrived after the collision, the men were already on the deck of the tug. Two of them were badly shaken up, shocked and shivering with cold, but they were all in good spirits. There was no sign of their vessel, just bits and pieces floating on the water. Luckily conditions were pretty good at the time and the sea was calm."



The men were all allowed home after a few hours in hospital at Grimsby. *Linda Marie* came in Grimsby from Boston in 1973 where she used to be registered as *Mizpah* (BN 1). She had a narrow squeak in February when her engine broke down in the Humber and she lay at anchor in dense fog before a pilot cutter towed her back to port.

# Prices looking-up at Milford

SOME OF THE biggest grossings in a long time were made at Milford Haven last week. The week began with landings by the *Norrad* and the Swansea-owned *Brenda Wilson*.

*Norrad* Star, which is commanded by Skipper Jim Manson, made £3,748 from 138 kts while *Brenda Wilson*, with Skipper C. Watt in command, made £2,787 from 96 kts. Between them the vessels landed a total of 70 of cod, five of whiting, 120 of rokor, five of turbot and brill, five of plaice and three of soles.

Later in the week the port had its first £4,000-plus grossing for a co-

slendoro time. The highly-consistent trawler *Rosemar*, under the command of Skipper Alex Simpson, was the vessel in the money. She returned to port with 147 kts which sold for £4,245.

On the same day the *Picton Sealion*, commanded by Skipper Trevor Soltor, made £3,592 from 130 kts. This vessel landed a combined total of 90 of cod, 25 of whiting, five of turbot and brill, 20 of plaice and 15 of soles. Both vessels were able to work unhindered by bad

weather which is a welcome change for local trawlers.

## ... anger at beams

THERE WAS a lot of interest in Milford Haven over last week's *Fishing News* story about a Newlyn beam trawler making £10,000 with a catch of 70 of soles taken around 10 miles off Trevose Head. The fact that the skipper of the vessel reported that he had been working among a big fleet of Belgian beam trawlers, odds fuel to the port's owners' call for a ban on beam trawling in the area.

This argument gains weight from the experience of local trawlers on the Trevose grounds. In the years before and after the last war, the Travoosa season could always be relied upon to provide conventional trawlers with catobas of up to 80 kts of soles but in recent years there have been no significant catches of the variety from the area.

This is put down to the activities of beam trawlers — mainly Belgian — and the fact that these craft are still working the area with obvious success does nothing to placate the rancour of owners of conventional side-fishing vessels.

# BOX THEFTS: TWO JAILED

TWO GRIMSBY fish box and carton manufacturers, Roger Walker (28) and Roy Phillips (32), were jailed last week at York Crown Court for various offences in connection with large-scale thefts of cardboard and box-making wood from a rival firm in Hull.

Walker was sentenced to two years imprisonment and ordered to pay £4,500 compensation and Phillips, his business partner, went to jail for 21 months. Also jailed were forklift driver Robert Walsh (38) and lorry driver Arthur Corser (31), both of Hull and former employees at the factory where the thefts took place.

The Court heard how

Walker set up the fraud by bribing Walsh and Corser to load lorries with stolen box-making materials after their Hull factory had shut for the day which were then taken by road to Walker's warehouse in Grimsby. Walker, however, made the mistake of arousing suspicion by undercutting all his competitors at Grimsby by huge margins and the police were tipped off.

At the trial it was stated no one could estimate accurately the extent of the thefts because of the rapid turnover in fish boxes, but when Walker's Grimsby premises were searched stolen material worth almost £10,000 were recovered. Before the thefts began Walker ran a legal box-making business.

# Cheap rate for British firms at Boston show

BRITISH equipment manufacturers interested in exporting to the United States fishing industry market will have the opportunity of exhibiting to the yearly American commercial fisheries exposition in Boston, Massachusetts, from 27 to 30 October. Fish Expo, as this exhibition is called, was first held in Boston in 1968 and has been a successful annual event ever since.

The exhibition has been moved to a number of parts to allow for the fact that fishing activities are widely scattered over the vast area of the US east, south and west coasts. But its most successful venues have been in Boston and in Seattle in Washington state on the Pacific coast.

Last year, in Seattle, the exhibition was supported by 188 companies and these included 25 from outside the United States. Among them were 11 Norwegian manufacturers taking part in a sponsored joint venture under the auspices of the Export Council of Norway. Although, the Norwegians have prepared such joint ventures several times for US Fish Expos, manufacturers from Britain, who have taken part, have to make their own arrangements.

Now, however, the Department of Trade has given its approval for the City of Westminster Chamber of Commerce to sponsor the first joint venture group of British companies. This is open for participation to any British company whose products or services displayed on its stand are wholly or mainly of UK manufacture or origin. Companies taking part will be offered a standard display unit of 135 sq. ft. of space for which the total fee will be £216.

Commerce to sponsor the first joint venture group of British companies. This is open for participation to any British company whose products or services displayed on its stand are wholly or mainly of UK manufacture or origin. Companies taking part will be offered a standard display unit of 135 sq. ft. of space for which the total fee will be £216.

Further information about the joint venture and the group travel arrangements can be obtained from Mr. Ian M. Hutchinson, The City of Westminster Chamber of Commerce, Mire House, 177 Regent St., London W1R 8JL. Telephone (01) 734 2851.

## Reduction

Participants in the joint venture will also be repaid half the air fares of up to two people running their stand for the duration of the exhibition. These costs will be

# TOP SKIPPERS DOUBLE ACT

GRIMSBY'S top inshore trawler *Ann Charlotte* (Skipper Bob Collins) is pursuing single-hunt trawling to link up with the former sealer *Laurids Skomager* (Skipper Jorgen Bjørn) as a new pair trawling team.

Both vessels are owned by Mr. John Richardson in partnership with the respective skippers and is an interesting move bringing together such prominent skippers. *Laurids Skomager*

only converted to pair fishing this year and formerly partnered Paul Antony for several years. *Ann Charlotte*, only converted to single-hunt trawling last year and was immediately successful, previously she, too, was an anchor sealer.

Another new pair team will shortly begin operations through the A. E. Richardson & Co. Ltd. agency. It is bringing together *Ellen* (Skipper Alan Thimmesen) and *Melissa Louise* (Skipper Mike Clark).

## Whitby crab champ!

A LOCAL lady, Mrs. J. Fergus, was the winner of the Whitby Drasseed Crab Competition, organised last month by The White Fish Authority.

Mr. Gerald Gardiner, Director of The Shellfish Association of Great Britain, presented the championship prize.

The runner-up was Mr. Ivor Noble, who received his prize from Mary Meredith, Cuckery Editor of *Woman and Home*.

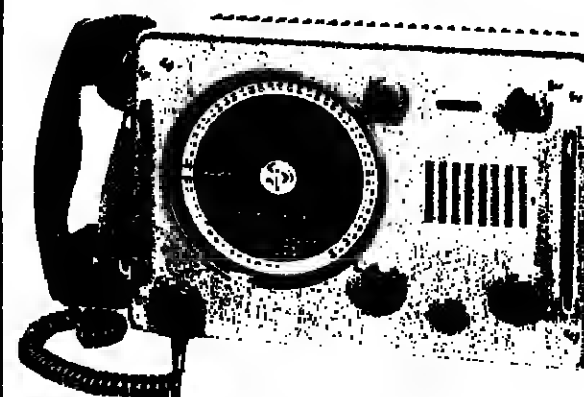
Mrs. Fergus entered a crab of particularly good quality and went into an unassailable lead for meat yield in the first round. Mr. Noble was in third place at the end of the first round but, by achieving the highest mark for the plate appeal of his dressed crab, he went into second place in the competition.

The competition was organised as part of a seminar on Crab Quality held in the Royal Hotel at Whitby. The chairman was Mr. T. Hovebeck Turner and the speakers were Dr. Eric Edwards of the Bournemouth Fisheries Laboratory and Mr. Richard Murray of the White Fish Authority.

A 14½ lb. halibut weighing 18½ lbs. and valued at £145 was landed at Hull last week from the freezer trawler *Boston Lincoln*, which had caught it while off the Norwegian coast.

The vessel had been out for 65 days under the command of Skipper Ray Hawker and brought back 513 tonnes of various kinds of fish, including about 800 lb. of halibut.

# SAILOR marine radio equipment



## SAILOR 55 CHANNEL VHF

Price:  
£395 — 12 volt  
£425 — 24 volt

### Details from:

S.P. Radio  
Cathryn House,  
Empire Road,  
London E14 7XJ  
Tel. 086 5361

S.P. Radio  
8 Howard Street,  
Edinburgh  
Scotland  
Tel. 556 1654

S.P. Radio  
Albert Street  
Grimsby  
Lincs  
Tel. 55903

S.P. Radio  
Woodlands Ltd  
Trent House, Dye  
Aldershot  
Tel. Dye 2884

## MORRIS HALF TON INSHORE FISHERMAN'S WINCH

Suitable for boats up to 32 ft. Over 80 fathoms capacity on each 18 ft. drum. GOOD DELIVERY. ECONOMIC. PRICE. Available with Hydraulic or Belt drive. WFA Approved. Further information available from: **LESLIE G. MORRIS** 40 CENTRAL AVENUE, TELSCOMBE CLIFFS, SUSSEX. Telephone: NEWHAVEN 3484 (day) PEACEHAVEN 4601 (night)

## FISHERMEN'S MISSION SERVING and CARING

For Shipwrecked, Sick, Distressed, Disabled, Retired and Sea Going Fishermen their Wives, Widows and Children

### THIS IS OUR BUSINESS

Will you share in this ministry by sending a generous donation to Royal National Mission to Deep Sea Fishermen

43 Nottingham Place, London W1M 4BX

Chairman: Admiral Sir Charles Madden, Bt., G.C.S., D.L., Secretary: J. C. Lewis Esq., O.B.E., J.P., F.C.I.S.



Railan H.M. The Queen 94 years constant service to fisherman and their families

# Purse team splits up — for a while

IT'S EIGHT years on for two North fishers — since they built the first purpose-made purse seiners in Britain.

That's the thought which sprang to mind when *Fishing News* visited Medduff recently to find the *Heritage* and *JulieAnne* lying at the quiet port, resplendent in the winter sunshine.

We reported last month that six of the pursers had taken off in pursuit of mackerel, after the closure of the west coast herring fishing. But skipper Alex West of

Gartness chose the time to break to attend to technical matters; and *JulieAnne* has now sailed for Holland, where she will undergo her first "check-up" and some adjustments to her 3-ton RSV system.

*JulieAnne* is not a familiar figure on the East coast; she was barely a day in Fraserburgh when she arrived from the builders at Maskant. The 80ft purser was launched in late November, and sailed for the Minch immediately after landing her net at Fraserburgh.

## Fair season

Joe Alexander, skipper of *Heritage*, told *Fishing News* they had been well pleased with the new boat's performance, and put in a fairly good season at the herring taking into consideration the present state of affairs in the industry. But while skipper West's command spends the next few weeks in Hülland, *Heritage* will try her fortune in the North Sea. We spoke to the skipper as he was preparing to leave Medduff, with *Heritage*'s nets trimmed for huth pout or white fish trawl.

Alex and Joe began their investment in the fishing business about eight years ago when they ordered a 75ft



Joe Alexander on board *Heritage*, which is seen below at Medduff.



## GEAR AND MAINTENANCE PRODUCTS AT COMPETITIVE PRICES

Galvanic lobster & prawn traps, Ounipor litters & 1000lb. capacity hydraulic shearing gear, cable cutters, pneumatic pumps, power blocks — winches, Catech's gear hoists, Poly-rope — all sizes, PVC & nylon rope — all diameters, Little Ship paints & varnishes, Gualite caulking rubber, 1000lb. nylon varnish — Araldite, Araldite Nitromers — Copalok, Sika — all brushes etc. WRITE OR PHONE FOR PRICES AND DETAILS OF THE EQUIPMENT YOU WANT

MARINAC FISHING SUPPLIES 7 Scotland Street, Glasgow G1 7 061-428 9012 (1 line)

## MARINE AUCTIONS LIMITED

Sells by private contract and/or auction. Open 7 days a week. Vessels sold. Hundreds of buyers call. Write or phone for details. Tuckton Street, Glasgow





## BIG CRABBER TAKES SHAPE

Seen under construction at the J. Hinks and Son yard at Appladon, Devon, is a 56 ft. long crabber for Browne Brothers of Paignton. Some 4 ft. longer than the firm's biggest crabbers now in operation, the boat is to be powered by a 230 hp Gardner diesel engine. Details of the boat were published in the February 27 issue of *Fishing News*.

## fish farming international

THE QUARTERLY JOURNAL  
FOR EVERYONE IN FISH CULTURE

First published as a book in three volumes, FISH FARMING INTERNATIONAL created such interest and offered such concentrated information that it is now published regularly every quarter in magazine style.

A great deal has been talked about the fish farming industry, particularly in the last decade: it has often been hailed as the salvation of the world's fishing industries, at the same time there have been many mistakes, misconceptions and failures.

FISH FARMING INTERNATIONAL sets out in clear, practical language to present to its reader studies of existing successful fish farms on a wide variety of different species; contributors from around the world discuss their own research and experiments; reviews of the latest equipment and products.

Whether you are already concerned with aquaculture or just considering the possibilities, or if you are a supplier to this growing industry or involved academically FISH FARMING INTERNATIONAL quarterly is an essential part of your equipment.

Complete the coupon below for more details and subscription form, without obligation.

TO: ARTHUR J. HEIGHWAY PUBLICATIONS LTD.  
LUDGATE HOUSE, 110 FLEET STREET, LONDON EC4A 2JL

Please send me further information about the new FISH FARMING INTERNATIONAL

Name .....

Company .....

Address .....

## We are flexible with boat safety rules—DTI

IT IS now nearly a year since the Fishing Vessels (Safety Provisions) Rules 1975 became law.

There were outcries that the introduction of these rules would spell the end of the fishing industry and that boats would be put out of business because owners simply could not afford to bring them up to the new safety standards.

As presented, the rules looked pretty formidable. They are positive on most aspects of the new requirements, apparently allowing little latitude in deviating from what is laid down.

Certainly, with new boats, the rules are being enforced and no-one is arguing strongly about this, although there is still some disagreement about the content of some of the rules.

These rules are one of the very few sets of rules for shipping which applied retrospectively and this is where most concern was felt.

How could an existing boat be brought up to the new standards without spending vast sums of money?

What about the older boats where the expense would be difficult to justify?

In discussions with the DTI about how the rules are being enforced, it appears that a very flexible attitude is being adopted with regard to existing boats.

In the small print of the rules there is a clause which allows discretion and the DTI claims that it is heading over backwards to help fishermen meet the rules.

So far, a mere 49 boats have been inspected. Only boats built before 1947 have had to come up for survey, and then only the larger craft.

The small number actually surveyed could mean that many of the older boats have

### 'ONLY ONE BOAT HAS FAILED THE TEST SO FAR'

been scrapped rather than be presented for survey.

Only one vessel presented for survey has been failed and this was with the agreement of the owner.

If these older boats can conform to the DTI requirements, then there is hope. How then do the DTI surveyors approach the job?

Stability has been one of the main worries. Fishermen thought that they would have to present drawings and plans to the surveyor so that stability calculations could be made.

There would be an expensive inclining test to be carried out. Not so, says the DTI. They will accept the results of a simple rolling test as evidence of stability and, furthermore, their surveyor will conduct the test. No drawings are required and the time and cost is minimal.

The structure of the boat was another concern, but here the DTI says that if a boat has fished satisfactorily for several years then they will accept this as evidence of sound design.

Their surveyor will inspect the boat as well, and will be convinced if the owner can produce bills detailing the maintenance work which has been carried out over the years.

The fire precautions could have meant rebuilding parts of the boat, particularly around the engine room.

If it is a major problem to bring the boat up to standard in this respect, then the surveyor will accept as an alternative, two means of escape from the compartment.

The theory being that if you have a fire at least any crew members down below can get out.

The attitude generally is one of looking at each boat on its merits to assess where there might be risks and of trying to correct these.

In trying to bend over backwards to make sure that boats pass the survey, I hope that fishermen will not be given too much faith in their boats.

To say that because a boat has fished successfully for many years is certainly an indication that it is safe, but remember that most boats are considered safe until they meet trouble.

Prudent was thought to be a safe boat before she was seized; she had weathered many gales. No-one seemed to have any doubts about Gosh.

To return to the safety rules themselves, if a fishing vessel is found wanting in some respects by the surveyor, and it is either very difficult or impossible to correct it, then this doesn't necessarily mean that the boat is condemned.

What happens is that her area of fishing will be restricted to sheltered waters or she will be limited in the sea conditions under which she can operate.

These limitations cannot be policed in any way, but it will be on the skipper's con-

science if anything goes wrong. At least he will have been made aware of the shortcomings of his boat.

This is where the enforcement of the rules in a liberal manner is going to be of real benefit.

It will not bring about any sudden and dramatic increase in safety, but it will make owners, skippers and crews more aware of their boats and the particular areas in which they might be vulnerable.

If this interchange between the DTI surveyor and the fisherman is to have any value, there will have to be mutual confidence.

This will not be built overnight and the surveyor cannot make the final decision.

The message from the DTI to fishermen is simply "please come and see us at the earliest opportunity, that we can look at your problems".

The DTI surveyors are prepared to help in all possible ways. They will let their inspectors to their own periods and, as far as possible, will fit in with owners' requirements.

For new boats being built, plans can be submitted for approval before building commences.

One of the big worries is the introduction of these rules was that many owners would fish their boats right up to the moment of failure, spending only enough money to keep the boats running, and then they would rather face the very real possibility of a seizure.

By doing so, the boat would be in a more dangerous condition than normal and there is evidence that this is in fact, going on.

The DTI ask all owners to contact them before adopting this attitude. The problem involved may not be as serious as you think... *Dag Phillips*

## Scottish fish on show



FISH WAS well to the front in the Cook-Freeze Seminar organised by the North of Scotland Hydro-Electric Board. Attending the seminar were catering organisers and controllers representing local authorities, hospitals, prisons and other institutions, as well as hoteliers and restaurateurs from all over Scotland. A variety of fish items were included in the dishes displayed for this increasing popular method of catering. Both the Haring Industry Board and White Fish Authority contributed supplies ranging from herring and kippers to fresh and smoked mackerel, blue whiting, saithe and oyster and crab meats. Specialist officers of both bodies were present and are shown above. Left to right are Philip Steadwood (HIB production development and marketing), Mr. R. Murray (WFA trade officer), Miss F. MacPhail (HIB public relations) and Mr. M. Daniels (WFA advisory inspection services).

THE Norwegian Protection Society strengthened its ties with the fishing industry and fishing gear suppliers and anglers. They plan to produce a book on fishing boats and fishing gear. The book will be published by the Norwegian Protection Society.

## LINE MEN GIVE UP IN A RAGE

TEMPERS are running high in the north of the Isle of Skye due to severe damage caused to long lines by illegal trawling.

Local fishermen, who for decades have set lines in Loch Dunvegan, have had to pack up and go on the dole rather than risk further loss to their gear.

Kenny MacDiarmid, of Hellen, Westerhill, says: "We have had trawling before, but nothing like this. At times there have been as many as 17 boats bottom trawling set one time, all within the three-mile limit."

"We are legal, they are illegal, yet they can not only take the fish and ruin the spawn, but rip up our gear as well."

"The really upsetting thing is that they are doing it deliberately and have been heard to boast about it in local pubs."

"Two years ago an Oban boat accidentally broke our lines and it not only returned them, but gave us a cod for each hook that was missing and a box of haddock on top."

## Shorter Xmas shutdown for Fleetwood...

FLEETWOOD'S fishing industry has decided not to close over Christmas and New Year for a fortnight as it did last year.

A meeting between the Fleetwood Fishing Vessel Owners' Association and the Fleetwood Merchants' Association decided that the shut-down was too long because of the state of the industry.

It was felt by the associations that they should ensure that a supply of fresh fish was made available throughout the period.

They believed that the possible over-stocking of frozen fish to cover the period, plus an anticipated shortage later, resulted in a drastic fall in demand for wet fish.

They thought this was one of the prime factors in the subsequent recession. One of the other major factors was the continued imports of uncontrolled and heavily subsidised supplies.

## Gas gear agency

SEAHOUSE Electronics Ltd., has been appointed sole agents in the south west of England for Gonolastic Gas Sontry equipment.

This equipment is designed to meet the new DTI Safety Rules, and is supplied with one or two gas sensor units, a control panel and a remote alarm.

SeaHouse Electronics Ltd. is based at 27 Southside Street, The Barbican, Plymouth, PL1 2LD (tel: 0752-28114).

## Trawlers tearing up gear

"They were gentlemen, and totally unlike the people we have now."

"They have ruined every spawning loch in Skye, and now the last remaining one is on its way out. What on earth is the point of having laws if they can be flouted as easily as this?"

"It is no good blaming Fleetwood trawlers — the culprits are from the island."

A trawler skipper put his point of view like this: "We have been on conservation as anyone, but the three-mile limit is just not the answer. In fact it was even imposed as a conservation measure."

"The highlands and Islands Development Board continues to back trawlers of a size that cannot move and fish outside three miles in

these waters.

"The weather is so unpredictable and the water too deep. In any case it is ridiculous to assure that everywhere within three miles is a spawning ground."

"Recognised spawning grounds should be closed to fishing of all kinds, and properly policed, but the Cameron Report recommended the abolition of the three mile limit several years ago; yet it still exists."

"In a loch like Dunvegan there are so many underwater obstructions that trawlers must follow strict paths between them, leaving the major part of the loch untouched."

"Surely liners in little more than rowing boats can keep away from the danger areas."

The row continues.

## Scots move into Africa

THE ARBROATH engineering firm, Northern Tool and Gear Co. Ltd., has just brought off another success — the installation of a saline water winch aboard a fishing boat in Monrovia, Capital of Liberia, West Africa.

The winch is for the Mesurado Fishing Co., whose fleet is managed by Mr. A. Goudland, a native of the Shetlands.

Mr. Mal Birss, the service manager of the Arbroath firm, has just returned from a three weeks stay in Liberia. "The boat I installed the winch in had been a sardine boat fishing from Angola."

"His skipper is a Greek and the crew mostly from nearby Ghana. The engineer aboard was only 15-years-old. It was a real United Nations affair," he said.

At the fisheries exhibition in Ayr this month, the firm will be showing two new winches.

## Welsh cockle catch down

IT HAS been a very poor year for cockle gathering in South Wales, writes the chief fishery officer in his report for the quarter ending December 31, 1975.

The main reason for the cockle shortage in the Burry Inlet is put down to oyster-catcher birds.

### Long trek

A closer examination of 1975 landings show a good increase for the last quarter of the year, although these figures are much lower than recent years. The increase comes from a bed on the north shore of the Burry Inlet at Llanelli.

Although the cockles in the bed did not reach the committee's minimum size of 1in., it was decided after talks with the Ministry of Agriculture, Fisheries and

Food to lower the limit to 1 1/16in., and raise the quota for licensed gatherers to 50wt. per day.

All gatherers were informed of the changes and since then gathering has taken place at Llanelli.

However, not all gatherers have been to Llanelli due to the problem of landing cockles without a horse and cart. Some still prefer the long trek to Kings Lynn, Norfolk, although bad weather towards the end of 1975 stopped this to some extent.

The following are the total cockle landings for the last three years: 1973, 59,770cwt., 1974, 12,613cwt., 1975, 1,864cwt., 17,291.

# more profit per trip

from KAMBRIA trawls you helped us design

SEND NOW FOR DETAILS (From marine catalogue now available)

## LAID UP TRAWLER IS BACK

GRIMSBY middle water trawler owners Sir Thomas Robinson & Son (Grimsby) Ltd. has put its 123 ft. *Priscillian* back to sea trawling after being laid up since the middle of last summer.

This is the first piece of encouraging news at Grimsby, for some time, as the recession has taken a terrible toll of trawlers over the past 18 months.

Robinson used to operate a fleet of ten vessels, but was forced to make big cut-backs in 1975. The re-introduction of *Priscillian* now brings the fishing strength up to three vessels.

A spokesman for Robinson's *Told Fishing News* it had been encouraged to make the move by better market prices and a small reduction, from April, in the port contract price on diesel fuel.

SEAHOUSE Electronics Ltd., has been appointed sole agents in the south west of England for Gonolastic Gas Sontry equipment.

This equipment is designed to meet the new DTI Safety Rules, and is supplied with one or two gas sensor units, a control panel and a remote alarm.

SeaHouse Electronics Ltd. is based at 27 Southside Street, The Barbican, Plymouth, PL1 2LD (tel: 0752-28114).

SEAHOUSE Electronics Ltd., has been appointed sole agents in the south west of England for Gonolastic Gas Sontry equipment.

This equipment is designed to meet the new DTI Safety Rules, and is supplied with one or two gas sensor units, a control panel and a remote alarm.

SeaHouse Electronics Ltd. is based at 27 Southside Street, The Barbican, Plymouth, PL1 2LD (tel: 0752-28114).

SEAHOUSE Electronics Ltd., has been appointed sole agents in the south west of England for Gonolastic Gas Sontry equipment.

This equipment is designed to meet the new DTI Safety Rules, and is supplied with one or two gas sensor units, a control panel and a remote alarm.

SeaHouse Electronics Ltd. is based at 27 Southside Street, The Barbican, Plymouth, PL1 2LD (tel: 0752-28114).

SEAHOUSE Electronics Ltd., has been appointed sole agents in the south west of England for Gonolastic Gas Sontry equipment.

This equipment is designed to meet the new DTI Safety Rules, and is supplied with one or two gas sensor units, a control panel and a remote alarm.

SeaHouse Electronics Ltd. is based at 27 Southside Street, The Barbican, Plymouth, PL1 2LD (tel: 0752-28114).

SEAHOUSE Electronics Ltd., has been appointed sole agents in the south west of England for Gonolastic Gas Sontry equipment.

This equipment is designed to meet the new DTI Safety Rules, and is supplied with one or two gas sensor units, a control panel and a remote alarm.

SeaHouse Electronics Ltd. is based at 27 Southside Street, The Barbican, Plymouth, PL1 2LD (tel: 0752-28114).

SEAHOUSE Electronics Ltd., has been appointed sole agents in the south west of England for Gonolastic Gas Sontry equipment.

This equipment is designed to meet the new DTI Safety Rules, and is supplied with one or two gas sensor units, a control panel and a remote alarm.

SeaHouse Electronics Ltd. is based at 27 Southside Street, The Barbican, Plymouth, PL1 2LD (tel: 0752-28114).

SEAHOUSE Electronics Ltd., has been appointed sole agents in the south west of England for Gonolastic Gas Sontry equipment.

This equipment is designed to meet the new DTI Safety Rules, and is supplied with one or two gas sensor units, a control panel and a remote alarm.

SeaHouse Electronics Ltd. is based at 27 Southside Street, The Barbican, Plymouth, PL1 2LD (tel: 0752-28114).

SEAHOUSE Electronics Ltd., has been appointed sole agents in the south west of England for Gonolastic Gas Sontry equipment.

This equipment is designed to meet the new DTI Safety Rules, and is supplied with one or two gas sensor units, a control panel and a remote alarm.

SeaHouse Electronics Ltd. is based at 27 Southside Street, The Barbican, Plymouth, PL1 2LD (tel: 0752-28114).

SEAHOUSE Electronics Ltd., has been appointed sole agents in the south west of England for Gonolastic Gas Sontry equipment.

This equipment is designed to meet the new DTI Safety Rules, and is supplied with one or two gas sensor units, a control panel and a remote alarm.

SeaHouse Electronics Ltd. is based at 27 Southside Street, The Barbican, Plymouth, PL1 2LD (tel: 0752-28114).

SEAHOUSE Electronics Ltd., has been appointed sole agents in the south west of England for Gonolastic Gas Sontry equipment.

This equipment is designed to meet the new DTI Safety Rules, and is supplied with one or two gas sensor units, a control panel and a remote alarm.

SeaHouse Electronics Ltd. is based at 27 Southside Street, The Barbican, Plymouth, PL1 2LD (tel: 0752-28114).

SEAHOUSE Electronics Ltd., has been appointed sole agents in the south west of England for Gonolastic Gas Sontry equipment.

This equipment is designed to meet the new DTI Safety Rules, and is supplied with one or two gas sensor units, a control panel and a remote alarm.

SeaHouse Electronics Ltd. is based at 27 Southside Street, The Barbican, Plymouth, PL1 2LD (tel: 0752-28114).

SEAHOUSE Electronics Ltd., has been appointed sole agents in the south west of England for Gonolastic Gas Sontry equipment.

This equipment is designed to meet the new DTI Safety Rules, and is supplied with one or two gas sensor units, a control panel and a remote alarm.

SeaHouse Electronics Ltd. is based at 27 Southside Street, The Barbican, Plymouth, PL1 2LD (tel: 0752-28114).

SEAHOUSE Electronics Ltd., has been appointed sole agents in the south west of England for Gonolastic Gas Sontry equipment.

This equipment is designed to meet the new DTI Safety Rules, and is supplied with one or two gas sensor units, a control panel and a remote alarm.

SeaHouse Electronics Ltd. is based at 27 Southside Street, The Barbican, Plymouth, PL1 2LD (tel: 0752-28114).

SEAHOUSE Electronics Ltd., has been appointed sole agents in the south west of England for Gonolastic Gas Sontry equipment.

This equipment is designed to meet the new DTI Safety Rules, and is supplied with one or two gas sensor units, a control panel and a remote alarm.

SeaHouse Electronics Ltd. is based at 27 Southside Street, The Barbican, Plymouth, PL1 2LD (tel: 0752-28114).

SEAHOUSE Electronics Ltd., has been appointed sole agents in the south west of England for Gonolastic Gas Sontry equipment.

This equipment is designed to meet the new DTI Safety Rules, and is supplied with one or two gas sensor units, a control panel and a remote alarm.

SeaHouse Electronics Ltd. is based at 27 Southside Street, The Barbican, Plymouth, PL1 2LD (tel: 0752-28114).

SEAHOUSE Electronics Ltd., has been appointed sole agents in the south west of England for Gonolastic Gas Sontry equipment.

This equipment is designed to meet the new DTI Safety Rules, and is supplied with one or two gas sensor units, a control panel and a remote alarm.

SeaHouse Electronics Ltd. is based at 27 Southside Street, The Barbican, Plymouth, PL1 2LD (tel: 0752-28114).

SEAHOUSE Electronics Ltd., has been appointed sole agents in the south west of England for Gonolastic Gas Sontry equipment.

This equipment is designed to meet the new DTI Safety Rules, and is supplied with one or two gas sensor units, a control panel and a remote alarm.

SeaHouse Electronics Ltd. is based at 27 Southside Street, The Barbican, Plymouth, PL1 2LD (tel: 0752-28114).

SEAHOUSE Electronics Ltd., has been appointed sole agents in the south west of England for Gonolastic Gas Sontry equipment.

This equipment is designed to meet the new DTI Safety Rules, and is supplied with one or two gas sensor units, a control panel and a remote alarm.

SeaHouse Electronics Ltd. is based at 27 Southside Street, The Barbican, Plymouth, PL1 2LD (tel: 0752-28114).

SEAHOUSE Electronics Ltd., has been appointed sole agents in the south west of England for Gonolastic Gas Sontry equipment.

This equipment is designed to meet the new DTI Safety Rules, and is supplied with one or two gas sensor units, a control panel and a remote alarm.

SeaHouse Electronics Ltd. is based at 27 Southside Street, The Barbican, Plymouth, PL1 2LD (tel: 0752-28114).

SEAHOUSE Electronics Ltd., has been appointed sole agents in the south west of England for Gonolastic Gas Sontry equipment.

This equipment is designed to meet the new DTI Safety Rules, and is supplied with one or two gas sensor units, a control panel and a remote alarm.

SeaHouse Electronics Ltd. is based at 27 Southside Street, The Barbican, Plymouth, PL1 2LD (tel: 0752-28114).

SEAHOUSE Electronics Ltd., has been appointed sole agents in the south west of England for Gonolastic Gas Sontry equipment.

This equipment is designed to meet the new DTI Safety Rules, and is supplied with one or two gas sensor units, a control panel and a remote alarm.

SeaHouse Electronics Ltd. is based at 27 Southside Street, The Barbican, Plymouth, PL1 2LD (tel: 0752-28114).

SEAHOUSE Electronics Ltd., has been appointed sole agents in the south west of England for Gonolastic Gas Sontry equipment.

This equipment is designed to meet the new DTI Safety Rules, and is supplied with one or two gas sensor units, a control panel and a remote alarm.

SeaHouse Electronics Ltd. is based at 27 Southside Street, The Barbican, Plymouth, PL1 2LD (tel: 0752-28114).

SEAHOUSE Electronics Ltd., has been appointed sole agents in the south west of England for Gonolastic Gas Sontry equipment.

This equipment is designed to meet the new DTI Safety Rules, and is supplied with one or two gas sensor units, a control panel and a remote alarm.

SeaHouse Electronics Ltd. is based at 27 Southside Street, The Barbican, Plymouth, PL1 2LD (tel: 0752-28114).

SEAHOUSE Electronics Ltd., has been appointed sole agents in the south west of England for Gonolastic Gas Sontry equipment.

This equipment is designed to meet the new DTI Safety Rules, and is supplied with one or two gas sensor units, a control panel and a remote alarm.

SeaHouse Electronics Ltd. is based at 27 Southside Street, The Barbican, Plymouth, PL1 2LD (tel: 0752-28114).

SEAHOUSE Electronics Ltd., has been appointed sole agents in the south west of England for Gonolastic Gas Sontry equipment.

This equipment is designed to meet the new DTI Safety Rules, and is supplied with one or two gas sensor units, a control panel and a remote alarm.

SeaHouse Electronics Ltd. is based at 27 Southside Street, The Barbican, Plymouth, PL1 2LD (tel: 0752-28114).

SEAHOUSE Electronics Ltd., has been appointed sole agents in the south west of England for Gonolastic Gas Sontry equipment.

This equipment is designed to meet the new DTI Safety Rules, and is supplied with one or two gas sensor units, a control panel and a remote alarm.

SeaHouse Electronics Ltd. is based at 27 Southside Street, The Barbican, Plymouth, PL1 2LD (tel: 0752-28114).

SEAHOUSE Electronics Ltd., has been appointed sole agents in the south west of England for Gonolastic Gas Sontry equipment.

This equipment is designed to meet the new DTI Safety Rules, and is supplied with one or two gas sensor units, a control panel and a remote alarm.

SeaHouse Electronics Ltd. is based at 27 Southside Street, The Barbican, Plymouth, PL1 2LD (tel: 0752-28114).

SEAHOUSE Electronics Ltd., has been appointed sole agents in the south west of England for Gonolastic Gas Sontry equipment.

This equipment is designed to meet the new DTI Safety Rules, and is supplied with one or two gas sensor units, a control panel and a remote alarm.

SeaHouse Electronics Ltd. is based at 27 Southside Street, The Barbican, Plymouth, PL1 2LD (tel: 0752-28114).

SEAHOUSE Electronics Ltd., has been appointed sole agents in the south west of England for Gonolastic Gas Sontry equipment.

This equipment is designed to meet the new DTI Safety Rules, and is supplied with one or two gas sensor units, a control panel and a remote alarm.

SeaHouse Electronics Ltd. is based at 27 Southside Street, The Barbican, Plymouth, PL1 2LD (tel: 0752-28114).

SEAHOUSE Electronics Ltd., has been appointed sole agents in the south west of England for Gonolastic Gas Sontry equipment.

This equipment is designed to meet the new DTI Safety Rules, and is supplied with one or two gas sensor units, a control panel and a remote alarm.

SeaHouse Electronics Ltd. is based at 27 Southside Street, The Barbican, Plymouth, PL1 2LD (tel: 0752-28114).

SEAHOUSE Electronics Ltd., has been appointed sole agents in the south west of England for Gonolastic Gas Sontry equipment.

This equipment is designed to meet the new DTI Safety Rules, and is supplied with one or two gas sensor units, a control panel and a remote alarm.

SeaHouse Electronics Ltd. is based at 27 Southside Street, The Barbican, Plymouth, PL1 2LD (tel: 0752-28114).

SEAHOUSE Electronics Ltd., has been appointed sole agents in the south west of England for Gonolastic Gas Sontry equipment.

This equipment is designed to meet the new DTI Safety Rules, and is supplied with one or two gas sensor units, a control panel and a remote alarm.

SeaHouse Electronics Ltd. is based at 27 Southside Street, The Barbican, Plymouth, PL1 2LD (tel: 0752-28114).

SEAHOUSE Electronics Ltd., has been appointed sole agents in the south west of England for Gonolastic Gas Sontry equipment.

This equipment is designed to meet the new DTI Safety Rules, and is supplied with one or two gas sensor units, a control panel and a remote alarm.

SeaHouse Electronics Ltd. is based at 27 Southside Street, The Barbican, Plymouth, PL1 2LD (tel: 0752-28114).

SEAHOUSE Electronics Ltd., has been appointed sole agents in the south west of England for Gonolastic Gas Sontry equipment.

This equipment is designed to meet the new DTI Safety Rules, and is supplied with one or two gas sensor units, a control panel and a remote alarm.

SeaHouse Electronics Ltd. is based at 27 Southside Street, The Barbican, Plymouth, PL1 2LD (tel: 0752-28114).

SEAHOUSE Electronics Ltd., has been appointed sole agents in the south west of England for Gonolastic Gas Sontry equipment.

This equipment is designed to meet the new DTI Safety Rules, and is supplied with one or two gas sensor units, a control panel and a remote alarm.

SeaHouse Electronics Ltd. is based at 27 Southside Street, The Barbican, Plymouth, PL1 2LD (tel: 0752-28114).

SEAHOUSE Electronics Ltd., has been appointed sole agents in the south west of England for Gonolastic Gas Sontry equipment.

This equipment is designed to meet the new DTI Safety Rules, and is supplied with one or two gas sensor units, a control panel and a remote alarm.

SeaHouse Electronics Ltd. is based at 27 Southside Street, The Barbican, Plymouth, PL1 2LD (tel: 0752-28114).

SEAHOUSE Electronics Ltd., has been appointed sole agents in the south west of England for Gonolastic Gas Sontry equipment.

This equipment is designed to meet the new DTI Safety Rules, and is supplied with one or two gas sensor units, a control panel and a remote alarm.

SeaHouse Electronics Ltd. is based at 27 Southside Street, The Barbican, Plymouth, PL1 2LD (tel: 0752-28114).

SEAHOUSE Electronics Ltd., has been appointed sole agents in the south west of England for Gonolastic Gas Sontry equipment.

This equipment is designed to meet the new DTI Safety Rules, and is supplied with one or two gas sensor units, a control panel and a remote alarm.

SeaHouse Electronics Ltd. is based at 27 Southside Street, The Barbican, Plymouth, PL1 2LD (tel: 0752-28114).

SEAHOUSE Electronics Ltd., has been appointed sole agents in the south west of England for Gonolastic Gas Sontry equipment.

This equipment is designed to meet the new DTI Safety Rules, and is supplied with one or two gas sensor units, a control panel and a remote alarm.

SeaHouse Electronics Ltd. is based at 27 Southside Street, The Barbican, Plymouth, PL1 2LD (tel: 0752-28114).

SEAHOUSE Electronics Ltd., has been appointed sole agents in the south west of England for Gonolastic Gas Sontry equipment.

This equipment is designed to meet the new DTI Safety Rules, and is supplied with one or two gas sensor units, a control panel and a remote alarm.

SeaHouse Electronics Ltd. is based at 27 Southside Street, The Barbican, Plymouth, PL1 2LD (tel: 0752-28114).

SEAHOUSE Electronics Ltd., has been appointed sole agents in the south west of England for Gonolastic Gas Sontry equipment.

This equipment is designed to meet the new DTI Safety Rules, and is supplied with one or two gas sensor units, a control panel and a remote alarm.

SeaHouse Electronics Ltd. is based at 27 Southside Street, The Barbican, Plymouth, PL1 2LD (tel: 0752-28114).

SEAHOUSE Electronics Ltd., has been appointed sole agents in the south west of England for Gonolastic Gas Sontry equipment.

This equipment is designed to meet the new DTI Safety Rules, and is supplied with one or two gas sensor units, a control panel and a remote alarm.

SeaHouse Electronics Ltd. is based at 27 Southside Street, The Barbican, Plymouth, PL1 2LD (tel: 0752-28114).

SEAHOUSE Electronics Ltd., has been appointed sole agents in the south west of England for Gonolastic Gas Sontry equipment.

This equipment is designed to meet the new DTI Safety Rules, and is supplied with one or two gas sensor units, a control panel and a remote alarm.

SeaHouse Electronics Ltd. is based at 27 Southside Street, The Barbican, Plymouth, PL1 2LD (tel: 0752-28114).

SEAHOUSE Electronics Ltd., has been appointed sole agents in the south west of England for Gonolastic Gas Sontry equipment.

This equipment is designed to meet the new DTI Safety Rules, and is supplied with one or two gas sensor units, a control panel and a remote alarm.

SeaHouse Electronics Ltd. is based at 27 Southside Street, The Barbican, Plymouth, PL1 2LD (tel: 0752-28114).

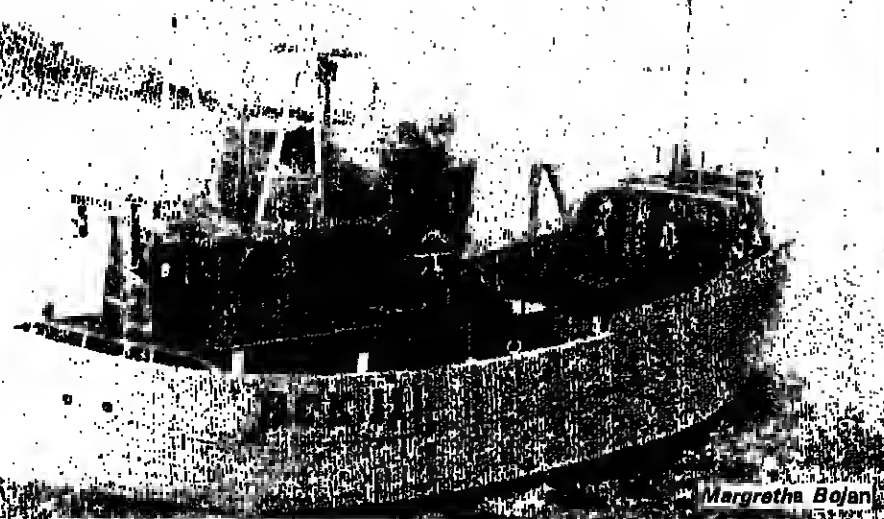
SEAHOUSE Electronics Ltd., has been appointed sole agents in the south west of England for Gonolastic Gas Sontry equipment.

This equipment is designed to meet the new









GRIMSBY skipper Jens Bojen has taken delivery of the new wooden-hulled pair trawler *Margrethe Bojen* from Jones Buckle Shipyard Ltd.

She is the second vessel to be built by the Buckle yard for Skipper Bojen in recent years, the first being *Frances Bojen* completed about three years ago.

*Frances Bojen* is now being commissioned by Skipper John Richardson and is working in partnership with *Margrethe Bojen*. The pair landed a bumper £20,408 trip late last month.

*Frances Bojen* had been designed by Naval Architects G.L. Watson and Co. Following talks with the skipper, who was so pleased with the vessel's performance, it was decided to have *Margrethe Bojen* built to almost identical lines.

The design incorporates fairly full lines which has produced a much larger carrying capacity.

In addition, Skipper Bojen has been very satisfied with the good stability features and general seaworthiness of *Frances Bojen*.

Skipper Bojen owns 50 per cent of *Margrethe Bojen*, while the other half is divided between his brother Jorgen and John Richardson (not to be confused with Skipper John Richardson).

With an overall length of 63ft., she has a beam of 20ft., and a depth, from the deck to underside of keel, of 12ft. 3in. Her tonnage under Scottish Port IV measurement is just short of 50.

She has a cruiser stern and is of larch on oak construction with steel bulkheads, deck beams, engine and tank seats.

## VESSELS REVIEW

The wholebeek and foremast are of aluminium, while the deckhouse and all other masts and spars are of steel.

Hor Kelvin TA8 engine gives 280hp at 1,200rpm and drives a Hundersed adjustable pitch type VP 9 AIS propeller through a Kelvin 3:1 reduction gear box.

The pitch of the propeller can be altered by adjusting bolts on the shaft in five minutes. The propeller can be kept at the most suitable pitch for steaming to and from the grounds and can be changed to another pitch for fishing.

Skipper Bojen chose this type of propeller as its equipment takes up less space in the engine room than that of

the fully variable pitch propellers.

A power take-off shaft is driven from the fore-end of the main engine through a Fenner flexible coupling.

Belt-driven from the shaft are two 24 V Transmotor alternators and a Gilbert Gilkes and Gordon Gilmeo 250/700 bilge and general service pump.

The Norwinch hydraulic pump for the trawl winch is driven from the forward end of the shaft through a Broad-hent clutch.

Wilmar Engineering of Aberdeen supplied the Lister SRW2MA two cylinder, air-cooled, 13hp auxiliary engine which drives a Transmotor 24V alternator and a Desmoulin bilge, plus general service pump.

(Other engine room equipment includes Degenits 17 plate 260 amp hr. batteries and three 24V ventilation fans.)

A total of 2,600 gallons of fuel oil is carried in four tanks

in the engine room which gives the boat a sea time of three weeks, while a 250 gallon fresh water tank is carried in the forepeak.

Fuel transfer pumps, which can pump at a rate of 17 gallons a minute, are fitted. This allows the fuel to be transferred from the tanks at one side of the engine room to the other, so the boat can be kept on an even keel when taking in the fishing gear.

The deck is laid out so her gear can be worked from either port or starboard.

Gear handling machinery includes Norwinch TC8 nine-ton, low pressure, hydraulic trawl winch and Loosie Hydrolines net haulers.

The trawl winch, which has a capacity on each drum for 600 fathoms of 2in. wire, lies

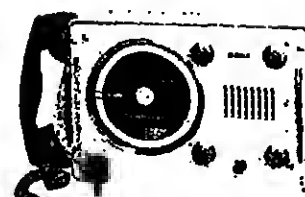
outwardships, forward of the deckhouse. It has a two speed facility and its drums have dog clutches.

Skipper Bojen chose the winch for its strength and robustness. The two Loosie Hydraulics four-sheave pedestal-mounted net haulers have a pull of three tons each, and are put on the main engine will direct the oil supply to either hauler.

Conventional trawl galleys are fitted forward, but those aft have been replaced by a stout steel girder fitted across end of the main engine and carrying a towing block at each end.

Humber St. Andrew's warp tension meters are fitted and sheave under which the load calls are located, lies adjacent to the forward starboard galley.

A novel arrangement allows the boat to tow the werps from a more central



S.P. Radio's new "Sailor" RT144 vhf radio telephone is fitted aboard the Grimsby-based pair trawler *Margrethe Bojen*.

The trawl winch, which has a capacity on each drum for 600 fathoms of 2in. wire, lies outwardships, forward of the deckhouse. It has a two speed facility and its drums have dog clutches.

Skipper Bojen chose the winch for its strength and robustness. The two Loosie Hydraulics four-sheave pedestal-mounted net haulers have a pull of three tons each, and are put on the main engine will direct the oil supply to either hauler.

Conventional trawl galleys are fitted forward, but those aft have been replaced by a stout steel girder fitted across end of the main engine and carrying a towing block at each end.

Humber St. Andrew's warp tension meters are fitted and sheave under which the load calls are located, lies adjacent to the forward starboard galley.

A novel arrangement allows the boat to tow the werps from a more central

A navel arrangement allows the boat to tow the werps from a more central

A navel arrangement allows the boat to tow the werps from a more central

A navel arrangement allows the boat to tow the werps from a more central

A navel arrangement allows the boat to tow the werps from a more central

A navel arrangement allows the boat to tow the werps from a more central

A navel arrangement allows the boat to tow the werps from a more central

A navel arrangement allows the boat to tow the werps from a more central

A navel arrangement allows the boat to tow the werps from a more central

A navel arrangement allows the boat to tow the werps from a more central

A navel arrangement allows the boat to tow the werps from a more central

A navel arrangement allows the boat to tow the werps from a more central

A navel arrangement allows the boat to tow the werps from a more central

A navel arrangement allows the boat to tow the werps from a more central

A navel arrangement allows the boat to tow the werps from a more central

A navel arrangement allows the boat to tow the werps from a more central

A navel arrangement allows the boat to tow the werps from a more central

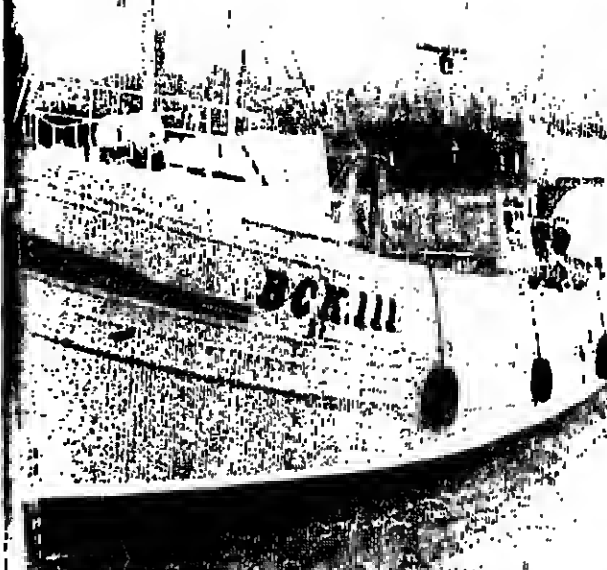
A navel arrangement allows the boat to tow the werps from a more central

A navel arrangement allows the boat to tow the werps from a more central

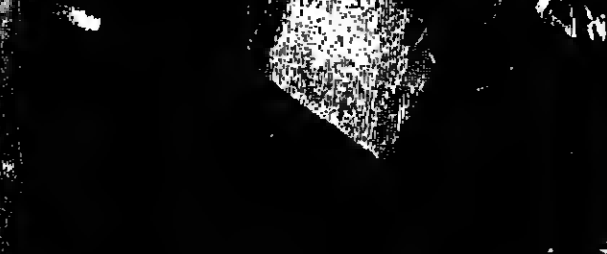
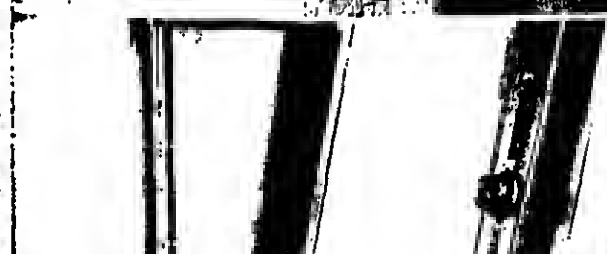
A navel arrangement allows the boat to tow the werps from a more central

A navel arrangement allows the boat to tow the werps from a more central

# Flying start for Scots-built pair trawler



*Margrethe Bojen* at her home port of Grimsby. Below: a steel girder across the aft end of the deckhouse carries the towing block. In the foreground, the two 24V Transmotor alternators and a Gilbert Gilkes and Gordon Gilmeo 250/700 bilge and general service pump.



# Fitting out on a GRP hull...

## John Burgess' Log



"WE ARE thinking of buying a GRP hull about 32 ft. long to complete end fit out for stern trawling ourselves."

"We have an idea that we could do all the necessary work properly, but would like to make sure exactly what it involves before committing ourselves."

"Could you give us sufficient information about this to enable us to make up our minds?"

"If I give you details of the work normally carried out on 30-38 ft. GRP hulls by a yard you should be able to decide whether to undertake the job or not."

The Cardiff Boat Building Co. has completed many GRP hulls during the last few years.

It is selective about hulls it will complete, normally working on 30 ft. and 35 ft. Versatility hulls moulded by the Rye Yacht Centre, 32 ft. hulls from Cygnus Marine, 36 ft. 9 in. hulls from Halmatic and 37 ft. hulls from the Tyler Boat Co. It will only complete hulls which are Lloyd's and WFA approved. This is the work it carries out on a 30 ft. Versatility hull: It is similar in most respects to that carried out on the larger boats which, presumably, are delivered like the Versatility from the moulder already fitted with longitudinal and transverse stiffeners, engine bearers and several watertight bulkheads.

A mild steel protection shoe is fitted to the keel and secured with galvanised bolts and nuts.

A similar shoe is fitted to the forefoot from above the waterline. A heavy duty, hot dip galvanised skeghead is also secured with galvanised bolts.

About half a ton of concrete ballast and cast iron is cemented into the keel, and steel rudder, rudder fittings and two tillers are made and installed.

Two substantial hardwood bilge keels, cepped with galvanised coping iron protection pieces are fitted.

Iroko/mahogany deck beams are placed forward, moulded to the hull end through bolted for extra strength. They are covered with 1 in. marine plywood (presumably glass covered) to form a foredeck about 10 ft. long.

Accommodation forward is enclosed by 1 in. marine plywood bulkhead laminated to the hull end further secured by through bolting.

Two bunks and all necessary flooring are installed. Galvanised stemhead roller, crossbeam mooring bollard and fairleads are fitted on foredeck.

A forward reeling-type wheelhouse constructed of 1 in. plywood on a mahogany framework is fixed in position. Its roof is sheathed with GRP and coated with epoxy resin, and it has toughened glass windows in aluminium frames in addition to sliding door on the starboard side.

A double skin welldeck consisting of iroko strip planking on top of 1 in.

marine plywood is built all of the wheelhouse.

Canister 5 in. x 2 in. laminated pine beams, bolted and laminated to the hull, support it and an engine hatch with coaming about 4 in. high is fitted in it.

The deck is positioned about 18 in. below the gunwale and is self-draining.

A tubular mild steel mast to carry navigation and fishing lights is stepped and a derrick equipped with tackle to lift about 3 cwt. can be fitted to it if required.

A 4 in. x 2 in. hardwood rubbing strake is bolted to the hull on both sides and hardwood protection pieces, 1 in. thick, are secured to the transom and in way of the line hauler if one is installed.

Galvanised coping bar is screwed to rubbing strakes, protection pieces and on gunwale capping around the well deck.

A fish room, measuring about 8 ft. x 6 ft. x 2 ft. below the well deck can be lined, insulated with plastic foam and fitted with shifting boards if required. And a mild steel, box section stern gantry can be positioned at the after end of the well deck.

These are the kind of jobs you would have to carry out on your hull before you would have what you could call a boat and start to equip it.

Installation of equipment just about doubles the total amount of work to be done.

You would have to install engine and controls; stern gear; batteries, electric wiring and earthing system; fire extinguishing system; mechanical and manual bilge/deckwash/firefighting pumps; steering gear and controls; echo sounder and transducer; compass; radio telephone; winch and wire werps; net/line hauler, perhaps, together with hydraulic pump; cooking and heating stove.

You would also have to acquire and stow suitable ground tackle and lifesaving equipment in addition to fishing gear.

## Automatic handline

IN A recent issue it was stated that automatic handlining reels are obtainable from Elidi Nordahl Gudimason of Gardafjörður, Iceland.

They are also obtainable in this country from South Western Mechanised Fishing, 37 Venn Park, Stoke Fleming, Dartmouth, Devon.

## Strange float

"WHILE walking on the beach here (Outer Hebrides) I came across a float which all our local experts have failed to identify."

"It is beautifully made of white polystyrene foam and has a 13 hemispherical basin which all fit perfectly onto each other."

"In the centre of the float is a small nylon ball. External diameter of the float is 150 mm and of the ball 27 mm. The whole float weighs 14 lb. Can you identify it?"

My guess is that it is a variety of the Marol float which was invented in Spain a few years ago to withstand pressures at great depths and at the same time possess high impact resistance.

A Marol float consists of a spherical inner float which will withstand static pressure up to almost 2,000 psi and an outer float or cover which is flexible and possesses tremendous impact resistance.

There is a hole in the outer cover and the space between

water to the vest of Scotland.

water to the vest of Scotland.

water to the vest of Scotland.

water to the vest of Scotland.

water to the vest of Scotland.

water to the vest of Scotland.

water to the vest of Scotland.

water to the vest of Scotland.

water to the vest of Scotland.

water to the vest of Scotland.

water to the vest of Scotland.

water to the vest of Scotland.

water to the vest of Scotland.

water to the vest of Scotland.

water to the vest of Scotland.

water to the vest of Scotland.

water to the vest of Scotland.

water to the vest of Scotland.

water to the vest of Scotland.

water to the vest of Scotland.

water to the vest of Scotland.

## 50 years ago

APRIL 10, 1926.

DUE to a succession of bad seasons many Cornish and Devon fishermen receive poor law relief.

MARCH reported to be record month for Aberdeen salmon fishermen.

HULL shipyard fits out 210 ft. French hull. When completed she will be the longest trawler afloat.

NORWEGIAN fishermen find diamond ring in large fish caught in fjord. The ring, valued at £5,000, was lost off the coast of Florida.

Recalling some of the stories which appeared in our columns this week 50 years ago.

4,800 tons of fish were landed at Fleetwood in March valued at £148,000.

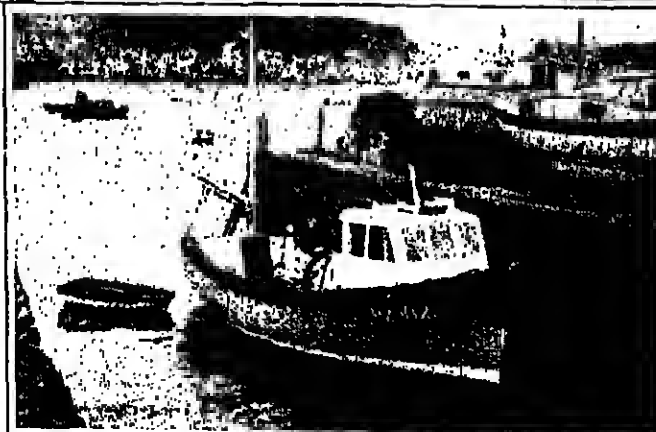
SUNDERLAND Town Council receives approval to build £20,000 deep water quay on the river.

600 men thrown out of work by the closure of Roeyth Dockyard are transferred to Devonport.

ICELAND draws up plans to expand her deepsea trawling fleet.

NORWEGIAN steamer *Erna II* loads large cargo of Norway herring at Yarmouth for local curers. After curing they will be sent to the Mediterranean.

BUCKIE sends deputations to the Minister of Agriculture, Fisheries and Food in London to talk about the reopening herring trade with Russia.



TWO wooden boats for Cornish owners, *Trryn Castle* (above) and *Huntress* (below), have been built by the C. Toms and Son yard at Polruen, near Fowey.

*Huntress* is for Mavegeasy owner, M. A. Barron, while *Trryn Castle* has gone to Thomas and Rogers of Newlyn. Both replace craft previously built by the Toms yard.

Main dimensions of both boats are: overall length, 28 ft. 6 in.; beam, 10 ft. 10 in.; and draft, 3 ft. 3 in. They are both WFA approved, being planked in iroko on oak, cut frames and steam timbers.

*Huntress* is fitted with a 44 hp HRW3 Lister diesel, with a 35hp Volvo Penta as a wing engine. The wheelhouse is enclosed in iroko and she is also fitted with hatchad floorboards, with net and fish rooms under the flooring. Morse steering and an Atlas echo sounder are fitted.

*Trryn Castle* is fitted with a 44 hp HRW3 Lister diesel, with a 35hp Volvo Penta as a wing engine. The wheelhouse is enclosed in iroko and she is also fitted with hatchad floorboards, with net and fish rooms under the flooring. Morse steering and an Atlas echo sounder are fitted.

*Trryn Castle* is fitted with a 44 hp HRW3 Lister diesel, with a 35hp Volvo Penta as a wing engine. The wheelhouse is enclosed in iroko and she is also fitted with hatchad floorboards, with net and fish rooms under the flooring. Morse steering and an Atlas echo sounder are fitted.

The set can be tuned to all private and meteorological channels in the marine VHF band and has a power output of 25 W. Being fully transistorised, its power consumption is low.

Navigation aids include Decca Mk. 21 Navigator and type 350 autopilot, Atlas 4300 radar, Ben Amphitrite 1000 ESC hydraulic steering gear.

Equipment in the galley, aft of the wheelhouse, includes a small Radford oven and a Vaillant water heater.

Emergency batteries are carried on top of the wheelhouse and a small Radford oven and a Vaillant water heater.

Emergency batteries are carried on top of the wheelhouse and a small Radford oven and a Vaillant water heater.

Emergency batteries are carried on top of the wheelhouse and a small Radford oven and a Vaillant water heater.

Emergency batteries are carried on top of the wheelhouse and a small Radford oven and a Vaillant water heater.

Emergency batteries are carried on top of the wheelhouse and a small Radford oven and a Vaillant water heater.

Emergency batteries are carried on top of the wheelhouse and a small Radford oven and a Vaillant water heater.

Emergency batteries are carried on top of the wheelhouse and a small Radford oven and a Vaillant water heater.

Emergency batteries are carried on top of the wheelhouse and a small Radford oven and a Vaillant water heater.







\_\_\_\_\_

١٥٠



